
From: [REDACTED]
Sent: Thursday, 9 March 2023 2:21 PM
To: Aviation White Paper
Subject: Submission for the Aviation White Paper

To whom it may Concern,

I would like to make a submission to the Aviation White Paper. [REDACTED]
[REDACTED]

Thankyou.

Yours sincerely,

[REDACTED]

[REDACTED]

[REDACTED]

Dear Minister,

The Aviation White Paper is most welcome and an important occasion for Australia to re-consider the priorities of the government in relation to this global industry. It is also a critical time to consider how climate emergency instruments can begin to influence the way air travel is viewed. The White Paper is particularly timely when international climate and energy organisations are calling for 'real' greenhouse gas emission reductions.

This submission to the White Paper is personal because flying (or not flying) has direct consequences for our family. Our oldest son is a resident in the USA and making the decision to only fly for emergencies, is a highly emotional one for us. However, we cannot justify the emissions such flights create and we have no confidence in carbon off-set schemes. Our sacrifice is one we hope makes some difference.

In 2019, before the COVID 19 pandemic it is estimated aviation sector accounted for about 3.1% of global emissions. I contend that a significant question for the White Paper to consider is how the aviation sector will change in a world dramatically altered from another global risk - that posed by the climate crisis.

The solutions considered in the White Paper surely need to take full account of the unfolding climate emergency recognising that a 'business as usual approach' for air travel is no longer sustainable and much of what we once considered normal and predictable is forever being changed when viewed through the lens of the climate crisis.

Within the "scope and themes" of the White Paper references are made to solutions such as "sustainable aviation fuel" and "technological solutions". Both remain highly contentious. For instance, sustainable aviation fuels are questionable because of the costs and the viability of growing feedstock on arable land needed for food production (<https://www.nytimes.com/2022/06/29/climate/planes-sustainable-fuel-flight.html>)

Equally problematic are far off technological solutions such as electric planes and battery technology, especially in relation to long haul flights. (<https://theconversation.com/the-future-of-flight-in-a-net-zero-carbon-world-9-scenarios-lots-of-sustainable-aviation-fuel-199062>). The problem in focusing on these types of solutions is that it ignores the less palatable solutions, namely curbing the amount of air travel in order to radically reduce emission this decade. Governments are increasingly dealing with the human, environmental and capital costs of multiple

climate disasters, surely prioritising emissions reductions to avert a worsening situation is essential. A recent global reinsurance report estimated the floods in Lismore and NSW's Northern rivers region alone cost \$9.6 billion -the "fourth most expensive in the world" (<https://www.afr.com/policy/economy/australia-s-floods-were-fourth-most-costly-global-disaster-in-2022-20230110-p5cbhx>).

In closing I would argue that in order to maintain a reasonable standard of living the community needs to understand that much will have to dramatically change. Flying will have to be part of that change, including accepting the taking of fewer flights. That will of course mean a radical change in behaviour and expectations. The government needs to make that case not only to the Australian public, but to the aviation sector itself. The aviation industry must not be treated as an exception, rather it risks the future by continuing to pollute the planet.

Thank you.

